

Message Text

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ACTION EB-11

INFO OCT-01 EUR-25 ISO-00 L-03 H-03 CAB-09 CIAE-00 COME-00

DODE-00 DOTE-00 INR-10 NSAE-00 RSC-01 FAA-00 SS-20

NSC-07 PA-04 PRS-01 USIA-15 DRC-01 /111 W

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R 201610Z MAY 74

FM AMEMBASSY COPENHAGEN

TO SECSTATE WASHDC PRIORITY 9020

INFO USMISSION BERLIN

AMEMBASSY BONN

AMEMBASSY LONDON

AMEMBASSY OSLO

AMEMBASSY PARIS

AMEMBASSY STOCKHOLM

C O N F I D E N T I A L COPENHAGEN 1394

E.O. 11652: GDS

TAGS: ETRN, DA

SUBJ: CIVAIR - COPENHAGEN-BERLIN SERVICE

REF: A. STATE 104519, B. COPENHAGEN 1368, C. STATE 101280

BEGIN SUMMARY. FONOFF TOLD US MONDAY THAT RESPONSE TO U.S. NOTE (REF C) SHOULD BE FORTHCOMING TUESDAY (MAY 21). WE DISCUSSED ISSUES AND U.S. VIEW, INCLUDING BERLIN AIR CORRIDOR QUESTION (REF A), WITH FONOFF TRANSPORTATION OFFICE CHIEF, THUNE ANDERSEN, ON MONDAY. WHILE CAREFULLY AVOIDING SPECIFIC DISCUSSION ON DANISH RESPONSE, THUNE ANDERSEN GAVE US LITTLE REASON TO HOPE FOR AFFIRMATIVE RESPONSE. END SUMMARY.

1. IN GENERAL REVIEW OF DANISH VIEWS, THUNE ANDERSEN DIVIDED ISSUE INTO THREE PARTS:

(A) POLITICAL, IN WHICH DANES FULLY SUPPORTED
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U.S. VIEWS ON IMPORTANCE OF BERLIN. HE SAID

IT WAS FOR THIS REASON THAT THEY HAD BEEN WILL-
ING TO BEND, EVEN WITH CONSIDERABLE SAS UNHAP-
INESS, TO EXTENT OF EARLIER OFFER FOR BERLIN-
COPENHAGEN-U.S. ROUTE WITH CHANGE OF GAUGE.

(B) ECONOMIC, WHICH CAUSED DANES, AND OTHER
SCANDINAVIANS, CONSIDERABLE PROBLEMS BECAUSE
IT WAS APPARENT THAT ANY NEW COPENHAGEN-BERLIN
SERVICE WOULD REQUIRE REVIEW OF PRESENT SAS
EAST BERLIN ROUTE. HE NOTED SAS VIEW THAT THEY
WOULD REQUIRE AT LEAST SOME TRAFFIC FROM WEST
BERLIN FOR ECONOMIC VIABILITY THIS ROUTE.

(C) AVIATION POLICY, WHICH HAS BECOME A
MAJOR CONCERN IN LIGHT OF THE MOST RECENT PANAM
SCHEDULING OFFER. HE SAID THAT DANES ARE VERY
WORRIED ABOUT PRECEDENT-SETTING ASPECTS OF PRO-
POSED DOG-LEG ROUTE, PARTICULARLY THE LENGTHY
STOPOVER. SHOULD THEY AGREE TO SUCH ROUTE, THIS
MIGHT IN FIRST INSTANCE LEAD BRITISH AND FRENCH
TO MAKE SIMILAR REQUESTS. OTHERS MIGHT FOLLOW,
WHETHER ON BERLIN OR OTHER ROUTES. ECONOFF
OBSERVED THAT BERLIN IS SPECIAL QUESTION WHICH
CAN BE DEFENDED AS NOT PRECEDENT SETTING FOR
OTHER ROUTES. ALSO, IT IS IMPROBABLE TO IMPOS-
SIBLE THAT FRENCH OR BRITISH WOULD WANT TO COME
ON TOP OF SAS AND PANAM IN THE BERLIN-COPENHAGEN
ROUTE SINCE, AS THUNE ANDERSEN HAD HIMSELF STATED,
ECONOMIC POTENTIAL WAS JUST NOT PRESENT FOR
ADDITIONAL FLIGHTS. THUNE ANDERSEN ADMITTED
THIS POINT BUT FELT EAST EUROPEANS, LESS CON-
CERNED ABOUT ECONOMICS, MIGHT THINK DIFFERENTLY.

3. BEYOND THESE CONCERNS, THUNE ANDERSEN FELT
PANAM SCHEDULE PROPOSAL COMES AT VERY UNFORTU-
NATE TIME IN VIEW OF AVIATION TALKS DENMARK HAS
SCHEDULED WITH EAST GERMANS NEXT WEEK. (NOTE:
TALKS ARE NOT RPT NOT THIS WEEK AS REPORTED
REF B.) HE SAID THAT DENMARK WOULD BE INFORM-
ING BONN GROUP WITHIN NEXT FEW DAYS THAT, IN
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THESE TALKS, THEY PLAN TO ASK EAST GERMSN FOR
GENERAL OVERFLIGHT RIGHTS, ON RECIPROCAL BASIS,
AS IS THE CASE IN AVIATION AGREEMENTS WITH OTHER
FRIENDLY COUNTRIES. HE FELT THAT OBTAINING THIS
PRINCIPALE COULD DO MORE FOR THE OVERALL POLITI-
CAL INTERESTS OF THE ALLIES AND WEST GERMANY
REGARDING BERLIN THEN A STOP-GAP MEASURE SUCH
AS THE PROPOSED PANAM FLIGHT.

4. ECONOFF SUGGESTED THAT POSSIBILITIES OF OBTAINING GDR AGREEMENT TO GENERAL OR SPECIFIC OVERFLIGHT RIGHTS WOULD APPEAR POOR IN FORESEEABLE FUTURE AND THAT, IN MEANWHILE, WE MUST DEAL WITH SITUATION, AND REQUIREMENTS FOR WEST BERLIN, AS IT STANDS. HE REITERATED STRONG USG DESIRE FOR DENMARK TO LOOK AT SITUATION IN THIS LIGHT AND, ADDITIONALLY, NOT FORGET LARGE ECONOMIC IMBALANCE IN VALUE OF AVIATION RIGHTS BETWEEN SCANDINAVIA AND THE U.S. FOR OUR RESPECTIVE AIRLINES.

5. COMMENT. THUNE ANDERSEN MADE CLEAR THAT SCANDINAVIANS HAVE NOT BEEN CONVINCED THAT PROPOSED PANAM SCHEDULE IS BASED PRINCIPALLY ON POLITICAL CONSIDERATIONS. AS JENS CHRISTENSEN, HE THOUGHT THE ECONOMIC IMBALANCE ARGUMENT WAS FLAWED AND FELT THAT THE SPECIFIC SCHEDULE PROPOSED IS ONE INTENDED TO ASSURE MAXIMUM REVENUE FOR PANAM WITH MAXIMUM LOSS FOR SAS. MOST OF ALL, HE FELT THAT THE LENGTHY STOPOVERS IN BERLIN PROPOSED WERE COMPLETELY OUT OF KEEPING WITH AVIATION PRACTICE SINCE WORLD WAR II AND ARE SIMPLY NOT ACCEPTABLE. IN THIS, HE IMPLIED THAT DANES MAY AGAIN COME BACK TO THIS POINT IN THEIR RESPONSE, PROPOSING WILLINGNESS TO ACCEPT SCHEDULE IF STOPOVER COULD BE CUT CONSIDERABLY.

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